

## Chapter 2: Background

### Table of Contents

I. Location and Description .....	20
County Setting .....	20
Climate and Topography .....	21
Regional Context .....	22
Existing Population .....	23
Race and Ethnicity .....	23
II. Growth Forecast .....	24
III. Community-Based Plans .....	25
Planning Areas Framework .....	25
Planning Areas Framework Implementation .....	27
Planning Areas Descriptions .....	28
Antelope Valley Planning Area .....	29
Coastal Islands Planning Area .....	32
East San Gabriel Valley Planning Area .....	34
Gateway Planning Area .....	37
Metro Planning Area .....	39
San Fernando Valley Planning Area .....	43
Santa Clarita Valley Planning Area .....	45
Santa Monica Mountains Planning Area .....	47
South Bay Planning Area .....	49
West San Gabriel Valley Planning Area .....	52
Westside Planning Area .....	55

### I. Location and Description

With approximately 4,083 square miles, Los Angeles County is geographically one of the largest counties in the country. The County stretches along 75 miles of the Pacific Coast of Southern California, and is bordered to the east by Orange County and San Bernardino County, to the north by Kern County, and to the west by Ventura County. The County also includes two offshore islands, Santa Catalina Island and San Clemente Island. Figure 2.1 shows the regional location of the County.

**Figure 2.1: Regional Location of Los Angeles County**

#### County Setting

The unincorporated areas account for approximately 65 percent of the total land area of the County, as shown in Table 2.1.

**Table 2.1: Los Angeles County Distribution of Land Area**

<b>County Land Components</b>	<b>Cities (sq. miles)</b>	<b>Unincorporated (sq. miles)</b>	<b>Total (sq. miles)</b>
Mainland	1,423.7	2,528.3	3,952
San Clemente Island	0	56.4	56.4
Santa Catalina Island	2.9	71.9	74.8
<b>Total</b>	<b>1,426.6</b>	<b>2,656.6</b>	<b>4,083.2</b>

Source: Los Angeles County Department of Public Works

The unincorporated areas in the northern portion of the County are covered by large amounts of sparsely populated land, and include the Angeles National Forest, part of the Los Padres National Forest, and the Mojave Desert. The unincorporated areas in the southern portion of the County consist of 58 non-contiguous land areas, which are often referred to as the County's unincorporated urban islands.

The County's governmental structure is comprised of five Supervisorial Districts. The Los Angeles County Board of Supervisors is the governing body of the County, and makes legislative land use decisions for the unincorporated areas. Figure 2.2 shows the unincorporated areas of the County, and Figure 2.3 shows the County's Supervisorial Districts.

**Figure 2.2: Los Angeles County Unincorporated Areas**

**Figure 2.3: Los Angeles County Supervisorial Districts**

## **Climate and Topography**

The County is a land of beaches, valleys, mountains, and deserts. Overall, the climate can be characterized as "Mediterranean," with hot, dry summers and mild, wet winters. The diversity of the County's topography results in localized climate zones that are roughly divided by the Transverse Ranges (Santa Monica Mountains and San Gabriel Mountains). The climate zones are closely tied to geologic landforms and vary based on elevation changes and distance from the ocean. These climate zones can be grouped into three broad categories:

### **Coastal Plain**

The coastal plain includes the beaches, valleys, and canyons that occupy the Los Angeles Basin and terminate at the Transverse Ranges. During the dry season, the determining factor in coastal plain weather is the proximity to the Pacific Ocean and the resultant marine layer. The marine layer acts as a buffer, which is evidenced by relatively cool and constant temperatures, low clouds, fog, and haze. The marine layer settles over the Basin during the evening and early morning before being burned off by sunshine midday. Due to the dominance and stability of the high pressure area in the Basin, precipitation is rare between May and November.

## Mountain

Climates in the mountains are characterized by lower average temperatures and heavier rainfall than in the coastal plain. The Transverse Ranges are further removed from the climatic influences of marine wind patterns and experience the additional influence of altitude.

## High Desert

The high desert includes the Antelope Valley, which is the westernmost portion of the Mojave Desert. The high desert is located more than 50 miles inland, and is removed from marine influences and experiences a more extreme type of climate. The Transverse Ranges act as a barrier to rain-bearing clouds moving inland. In addition, the Antelope Valley is home to several wildlife and wildflower sanctuaries that thrive in the often inhospitable climate found in the high desert.

## Regional Context

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization that represents the counties of Los Angeles, Orange, Ventura, Imperial, San Bernardino, and Riverside, and 190 cities. The County is further divided into nine SCAG subregions: North Los Angeles County; San Fernando Valley Council of Governments; Las Virgenes Malibu Conejo Council of Governments; Arroyo Verdugo; Westside Cities Council of Governments; South Bay Cities Council of Governments; City of Los Angeles; San Gabriel Valley Council of Governments; and Gateway Cities Council of Governments. Table 2.2 shows population growth in the SCAG region, by county, between 2000 and 2010.

**Table 2.2 Population for the SCAG Region, County, 2000 and 2010**

County	2000 Population	Percent of Region	2010 Population	Percent of Region
Los Angeles	9,519,000	57.6%	9,819,000	54.4%
Orange	2,846,000	17.2%	3,010,000	16.7%
Riverside	1,545,000	9.4%	2,190,000	12.1%
San Bernardino	1,709,000	10.4%	2,035,000	11.3%
Ventura	753,000	57.6%	823,000	4.6%
Imperial	142,000	0.9%	175,000	1.0%
Total	16,516,000	100.0%	18,052,000	100.0%

Source: SCAG 2012-2035 RTP/SCS

## Existing Population

There are approximately 10 million people in the County as a whole, with approximately one million living in the unincorporated areas of the County. Table 2.3 shows the percent change in population for the years 2000 and 2010.

**Table 2.3: Los Angeles County Population, 2000 and 2010**

Area	Population 2000	Population 2010	Increase (%)
Los Angeles County	9,519,338	9,818,605	3%
Unincorporated Areas	986,050	1,057,088	7%

Source: 2000 and 2010 U.S. Census

## Race and Ethnicity

The cultural diversity of residents plays a significant role in defining the character of the unincorporated areas of the County. Influenced by migratory patterns, the approximately 10 million residents of the County comprise one of the most diverse communities in the country. The California Department of Finance estimates that by the year 2050, the Hispanic and Asian populations will account for more than 80 percent of the residents in the County. Planning efforts must acknowledge and account for the diversity and social values that accompany these demographic shifts. Table 2.4 shows the racial and ethnic composition of the unincorporated areas.

**Table 2.4: Unincorporated Los Angeles County, Race and Ethnicity, 2010**

Race	Population	Percentage
White	512,219	48%
Black or African-American	96,384	9%
American Indian or Alaska Native	8,851	1%
Asian	124,109	12%
Native Hawaiian and Other Pacific Islander	2,037	0.2%
Some Other Race	271,531	26%
Two or More Races	41,957	4%
Total	1,057,088	100%

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	602,045	57%
Not Hispanic or Latino	455,043	43%
Total	1,057,088	100%

Source: 2010 U.S. Census

## II. Growth Forecast

Population, housing, and employment projections play a critical role in the planning process and can help identify and guide future development patterns in the County. The County's growth forecast includes population projections, household projections, and employment projections. It is important to note that the General Plan uses a regional strategy to guide growth in a way that plans for more efficient and sustainable land use patterns to address climate change, mobility, and community development. The General Plan plans for the County's total growth by encouraging development in areas with infrastructure and access to transit, and discouraging growth in greenfields and environmentally-sensitive and hazardous areas.

The General Plan's growth forecast is from the SCAG 2012 Regional Transportation Plan (RTP). The growth projections in Tables 2.5, 2.6 and 2.7 provide a picture of probable occurrences rather than assured outcomes. Furthermore, the projections do not account for unforeseen future events, as well as changes in General Plan policies.

**Table 2.5: Los Angeles County Population Projections**

	<b>Population 2008</b>	<b>Population 2035</b>	<b>Increase (%)</b>
Los Angeles County	9,778,000	11,353,000	16%
Unincorporated Areas	1,052,800	1,399,500	33%

Source: SCAG 2012-2035 RTP/SCS

**Table 2.6: Los Angeles County Household Projections**

	<b>Households 2008</b>	<b>Households 2035</b>	<b>Increase (%)</b>
Los Angeles County	3,228,000	3,852,000	19%
Unincorporated Areas	298,100	405,500	36%

Source: SCAG 2012-2035 RTP/SCS

**Table 2.7: Los Angeles County Employment Projections**

	Employment 2008	Employment 2035	Increase (%)
Los Angeles County	4,340,000	4,827,000	11%
Unincorporated Areas	237,000	318,100	34%

Source: SCAG 2012-2035 RTP/SCS

### III. Community-Based Plans

#### Planning Areas Framework

The unincorporated areas of the County represent a large and diverse planning context. As shown in Figure 2.4, the General Plan organizes the County into 11 Planning Areas, which make up the Planning Areas Framework. The purpose of the Planning Areas Framework is to plan for the County's diversity, facilitate the planning of all unincorporated areas, and systematically address planning issues at a subregional level. The 11 Planning Areas are:

- Antelope Valley Planning Area
- Coastal Islands Planning Area
- East San Gabriel Valley Planning Area
- Gateway Planning Area
- Metro Planning Area
- San Fernando Planning Area
- Santa Clarita Valley Planning Area
- Santa Monica Mountains Planning Area
- South Bay Planning Area
- West San Gabriel Valley Planning Area
- Westside Planning Area

#### Figure 2.4 Planning Areas Framework

The General Plan provides goals and policies to achieve countywide planning objectives, and serves as the foundation for all community-based plans, such as area plans, community plans, and coastal land use plans. Area plans focus on land use and policy issues that are specific to the Planning Area. Community plans cover smaller geographic areas within the Planning Area, and address neighborhood and/or community-level policy issues. Coastal land use plans are components of local

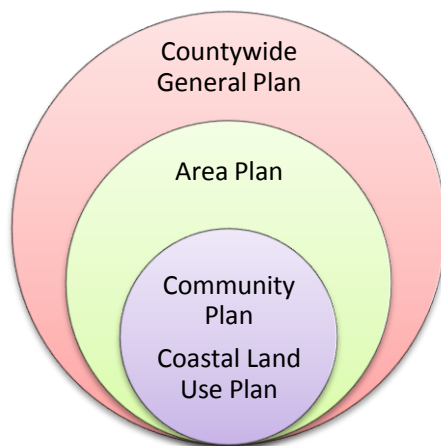
coastal programs, and regulate land use and establish policies to guide development in the coastal zone.

Figure 2.5 shows the relationship of the General Plan to community-based plans. All community-based plans are components of the General Plan and must be consistent with General Plan goals and policies.

The following is a list of existing community-based plans:

- Altadena Community Plan (adopted 1986)
- Antelope Valley Area Plan (adopted 1986)
- East Los Angeles Community Plan (adopted 1988)
- Hacienda Heights Community Plan (adopted 1978)
- Marina Del Rey Coastal Land Use Plan (adopted; certified Local Coastal Program 1996)
- Malibu Coastal Land Use Plan (adopted 1986)
- Rowland Heights Community Plan (adopted 1981)
- Santa Monica Mountains North Area Plan (adopted 2000)
- Santa Catalina Island Coastal Land Use Plan (adopted; certified Local Coastal Program 1983)
- Santa Clarita Valley Area Plan (adopted 1984)
- Twin Lakes Community Plan (adopted 1991)
- Walnut Park Neighborhood Plan (adopted 1987)
- West Athens-Westmont Community Plan (adopted 1990)

**Figure 2.5: Relationship of General Plan to Community-Based Plans**



## **Planning Areas Framework Implementation**

In order to implement the General Plan, an area plan shall be prepared or updated for each of the 11 Planning Areas. The geographic, demographic, and social diversity of the unincorporated areas will guide the development of each area plan, and its goals and policies will represent the long-term planning objectives for each Planning Area. Area plans provide opportunities to update existing community-based plans, as well as existing implementation tools of the General Plan, such as specific plans and community standards districts.

The creation of new community plans will be reserved for those communities in the unincorporated areas that are identified through the area plan process as having planning needs that go beyond the scope of the area plan. Community plans, as well as coastal land use plans, shall be incorporated as chapters of area plans.

Each area plan shall be developed using the following guidelines:

- Involve major stakeholders, including but not limited to residents, businesses, property owners, County departments, regional agencies, and adjacent cities.
- Explore the role of the arts and culture, and consider beautification efforts.
- Set priorities for transportation, housing, open space, and public safety.
- Analyze the transportation network, and assess the transportation and community improvement needs. Utilize the street design considerations outlined in the Mobility Element as a tool for street improvements that meet the needs of all potential users, promote active transportation, and address the unique characteristics of the Planning Area.
- Review and consider the opportunity areas identified below, as appropriate.
- Develop a land use policy map that considers the local context, existing neighborhood character, and the General Plan Hazard, Environmental and Resource Constraints Map.
- Consider the concurrent development of area-wide zoning tools.
- Update specific plans and zoning ordinances, as needed, to ensure consistency and plan implementation.

At a minimum, each area plan shall consist of the following components:

- A comprehensive policy document with area-specific elements, as needed, that incorporates community-based plans as chapters.
- A land use policy map that utilizes the General Plan Land Use Legend;
- A zoning map that is consistent with the area plan;
- A capital improvement plan developed in partnership with Los Angeles County Department of Public Works; and
- An environmental review document that uses the General Plan Programmatic EIR as a starting point to assess the environmental impacts of the area plan.



## Planning Areas Descriptions

The following are profiles of the 11 Planning Areas. They include the identification of opportunity areas, which are important areas within each Planning Area due to their potential for infill development or redevelopment; access to public services and infrastructure; central role within a community; or potential for increased design and improvements to promote bike-friendly and pedestrian-friendly streets. Opportunity areas should be considered for further study when preparing community-based plans. The different types of opportunity areas are described in Table 2.8.

**Table 2.8: Opportunity Area Typologies**

Transit Centers	Areas that are supported by major public transit infrastructure. Transit centers are identified based on opportunities for a mix of higher intensity development, including multifamily housing, employment and commercial uses; infrastructure improvements; access to public services and infrastructure; central role within a community; or potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.
Neighborhood Centers	Areas with opportunities suitable for community-serving uses, including commercial only and mixed use development that combines housing with retail, service, office and other uses. Neighborhood centers are identified based on opportunities for a mix of uses, including housing and commercial uses; access to public services and infrastructure; central role within a community; or potential for increased design, and improvements that promote living streets and active transportation, such as street trees, lighting, and bicycle lanes.
Corridors	Areas along boulevards or major streets that provide connections between neighborhoods, employment and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial uses; access to public services and infrastructure; central role within a community; or potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.
Industrial Flex Districts	Industrial areas that provide opportunities for non-industrial uses and mixed uses, where appropriate, and also light industrial or office/professional uses that are compatible with residential uses.
Rural Town Centers	Focal points of rural communities, serving the daily needs of residents and providing local employment opportunities. Rural town centers are identified based on the opportunities for new public facilities and new commercial uses.

## Antelope Valley Planning Area

**Figure 2.6: Antelope Valley Planning Area**

### Planning Area Profile

#### *Location*

The Antelope Valley is located approximately 60 miles north of downtown Los Angeles. The unincorporated portion of the Antelope Valley Planning Area covers 1,800 square miles, or 44 percent of the 4,083 square miles in the County. The unincorporated Antelope Valley surrounds the City of Palmdale and City of Lancaster, and borders San Bernardino County to the east, Ventura County to the west, and Kern County to the north.

#### *Population and Housing*

**Table 2.9: Antelope Valley Planning Area Population and Housing, 2010**

	Entire Planning Area	Unincorporated Area	Percentage Unincorporated
Population	382,868	73,488	19%
Housing Units	125,317	26,939	21%

Source: 2010 U.S. Census

**Table 2.10: Unincorporated Antelope Valley Planning Area, Race and Ethnicity, 2010**

Race	Population	Percentage
White	51,555	70%
Black or African American	4,505	6%
American Indian and Alaska Native	887	1%
Asian	1,475	2%
Native Hawaiian and Other Pacific Islander	132	0%
Some Other Race	11,692	16%
Two or More Races	3,242	4%
Total (Unincorporated)	73,488	100%

---

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	27,069	37%
Not Hispanic or Latino	46,419	63%
Total (Unincorporated)	73,488	100%

Source: 2010 U.S. Census

### ***Geography***

The Antelope Valley Planning Area contains many diverse vegetative communities, geologic forms and climatic conditions. The Angeles National Forest, and the Liebre and Sierra Pelona Mountain Ranges, are located in the Planning Area. A large portion of the Planning Area includes mountain ranges, but the main land feature is flat desert, or the “High Desert,” with elevations between 2,300 and 2,400 feet above sea level. The Planning Area contains the majority of the County’s active agricultural land uses. The Antelope Valley Significant Ecological Area (SEA), San Andreas SEA, Joshua Tree Woodlands SEA, and Santa Clara River SEA also cover large portions of the Planning Area. The San Andreas Seismic Fault Zone, which cuts across the Planning Area, poses many significant hazards. In addition, a significant portion of the Planning Area faces threats of wildfires and floods.

### ***Infrastructure***

Two major freeways provide access to the Planning Area: Interstate-5, which is located in the western portion of the Planning Area, and links Northern and Southern California; and State Route-14, which connects the adjacent Santa Clarita Valley just north of metropolitan Los Angeles, to the eastern portion of the Antelope Valley. The High Desert Corridor project will connect State Route-14 with State Route-18 in San Bernardino County, and promote connectivity, traffic safety and goods movement.

In addition, Metrolink’s Antelope Valley Line has three station stops in the Antelope Valley, which are located in unincorporated Acton, the City of Palmdale, and the City of Lancaster. Palmdale Regional Airport, General William J. Fox Airfield and Edwards Air Force Base are also located in the unincorporated Antelope Valley. Antelope Valley Transit Authority includes four local routes, two special routes, and three commuter routes that connect the Antelope Valley to other areas.

### ***Economy***

The largest economic sectors in the Antelope Valley include government, retail services, and manufacturing, in large part due to the major concentration of aerospace research and development activity. The government employs nearly 20 percent of all employed persons in the Planning Area. The Planning Area has a lower cost of doing business than many other cities in the County, with a pro-business environment in addition to special incentive zones. The Planning Area economy is affected by the availability of affordable land, and the prospect of locating an “inland port” to handle trade near the Palmdale Regional Airport, which may provide the Antelope Valley with an important economic opportunity.

Challenges to the Planning Area economy include limited transportation options; perceived problems with crime; a significant jobs-housing imbalance; and environmental constraints, such as extreme water shortages.

### **Planning Area Issues**

The Planning Area is predominately rural in nature and has major constraints, including natural hazards, environmental issues, lack of infrastructure, and limited water supply. It is critical that existing rural communities, agriculture, natural resources, and biological diversity remain protected. In addition, incorporating water conservation strategies and encouraging the recycling of water is important. In the Planning Area, water comes from naturally occurring sources that accumulate from rain or snow and imported surface water collected in Northern California and piped down through the State Water Project.

As thousands of acres of desert lands have been subdivided over the past decade, the population of the Planning Area has increased significantly. While much of the growth has been at urban densities in and adjacent to the City of Palmdale and the City of Lancaster, the desirability of rural living and the availability of affordable housing has seen significant growth in the many unincorporated communities. In turn, many residents have had to commute further distances to access employment opportunities.

**Figure 2.7: Opportunity Areas—Acton**

**Figure 2.8: Opportunity Areas—Antelope Acres**

**Figure 2.9: Opportunity Areas—Gorman**

**Figure 2.10: Opportunity Areas—Lake Hughes**

**Figure 2.11: Opportunity Areas—Lake Los Angeles**

**Figure 2.12: Opportunity Areas—Leona Valley**

**Figure 2.13: Opportunity Areas—Littlerock**

**Figure 2.14: Opportunity Areas—Pearblossom**

**Figure 2.15: Opportunity Areas—Quartz Hill**

**Figure 2.16: Opportunity Areas—Roosevelt**

**Figure 2.17: Opportunity Areas—Sun Village**

The opportunity areas in the Planning Area are Rural Town Centers, as shown in Figures 2.7-2.17. Rural Town Centers represent focal points and community centers, and serve the daily needs of residents, provide local employment opportunities, and increase quality of life through aesthetics and cultural experiences. Rural Town Centers are intended to provide pedestrian-friendly environments, be accessible by a range of transportation options to reduce vehicle trips, and allow for a mix of commercial and residential uses.

## Coastal Islands Planning Area

**Figure 2.18: Coastal Islands Planning Area**

### Planning Area Profile

#### *Location*

San Clemente Island lies approximately 63 miles south of the City of Long Beach and 78 miles west of the City of San Diego. San Clemente Island is approximately 24 miles long and 5 miles across at its widest point. It has a land area of approximately 57 square miles. Since 1934, San Clemente Island has been owned and operated by the U.S. Navy. More than a dozen range and operational areas are clustered within a 60 mile radius of San Clemente Island. The Commander-in-Chief, Naval Forces, Pacific (CINCPACFLT) is the major claimant for San Clemente Island, and Naval Air Station North Island (NASNI) is responsible for its administration.

Santa Catalina Island is the only significantly inhabited island near the California coast. It is located approximately 22 miles south of the Palos Verdes Peninsula and 27 miles southwest of the Orange County shoreline. Santa Catalina Island is approximately 21 miles long and 8 miles wide. It has a land area of approximately 74 square miles.

#### *Population and Housing*

**Table 2.11: Coastal Islands Planning Area Population and Housing, 2010**

	Entire Planning Area	Unincorporated Area	Percentage Unincorporated
Population	4,096	368	9%
Housing Units	2,483	217	9%

Source: 2010 U.S. Census

**Table 2.12: Unincorporated Coastal Islands Planning Area, Race and Ethnicity, 2010**

Race	Population	Percentage
White	300	82%
Black or African American	4	1%
American Indian and Alaska Native	4	1%
Asian	9	2%

Native Hawaiian and Other Pacific Islander	0	0%
Some Other Race	37	10%
Two or More Races	14	4%
Total (Unincorporated)	368	100%

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	72	20%
Not Hispanic or Latino	296	80%
Total (Unincorporated)	368	100%

Source: 2010 U.S. Census

### ***Geography***

Santa Catalina Island is characterized by its rugged landscape and a cliffed shoreline. Level terrain is limited to the floors of a few large coastal canyons, such as Avalon, Pebbly Beach, White's Landing, Middle Ranch, Two Harbors, and Emerald Bay. Mt. Orizaba, which is located in the central part of Santa Catalina Island, is the highest peak with an elevation of 2,069 feet.

### ***Infrastructure***

The City of Avalon and the unincorporated community of Two Harbors are the major ports of entry, and the primary communities on Santa Catalina Island in terms of population and services. The actual roadway distance is 26 miles through rugged terrain, with an average driving time of 1 hour and 15 minutes. In addition, Santa Catalina Island is accessed via ferry or plane. Santa Catalina Island contains the Coastal Islands Planning Area's one airport—the Catalina Airport. Roads in the unincorporated areas of Santa Catalina Island are privately-owned, and access is restricted.

### ***Economy***

Over 80 percent of Santa Catalina Island has been set aside by the Catalina Island Conservancy, which is dedicated to conservation, recreation, education, and research programs. The primary economic driver on Santa Catalina Island is tourism and recreational-related activities, such as boating and fishing. The majority of visitor activities in the unincorporated areas occur in the Two Harbors area.

### **Planning Area Issues**

San Clemente Island supports a number of endemic species as well as other species of special interest. Land use activities on the Island are regulated by the U.S. Navy.

For Santa Catalina Island, the County and the Santa Catalina Island Company signed a 50-year Open Space Easement Agreement in 1974, which calls for the preservation of Santa Catalina Island's natural character, and improvements to access and recreational opportunities. The Santa

Catalina Island Local Coastal Program (LCP), which was created in 1983 to meet the provisions of the California Coastal Act, implements the goals and requirements of this agreement and ensures that the vast majority of Santa Catalina Island remains in its natural state for future generations to enjoy. The LCP provides multiple policies to improve access to and increase the range of recreational and open space activities, as well as to preserve, protect and conserve Santa Catalina Island's open space and natural resources.

## East San Gabriel Valley Planning Area

**Figure 2.19: East San Gabriel Valley Planning Area**

### Planning Area Profile

#### *Location*

The East San Gabriel Valley Planning Area contains the easternmost areas of the County, and is located south of the Angeles National Forest, north of the Orange County border, and east of Interstate-605. The Planning Area's eastern border is the San Bernardino County line.

#### *Population and Housing*

**Table 2.13: East San Gabriel Valley Planning Area Population and Housing, 2010**

	Entire Planning Area	Unincorporated Area	Percentage Unincorporated
Population	933,116	234,251	25%
Housing Units	275,604	63,357	23%

Source: 2010 U.S. Census

**Table 2.14: Unincorporated East San Gabriel Valley Planning Area, Race and Ethnicity, 2010**

Race	Population	Percentage
White	102,440	44%
Black or African American	4,362	2%
American Indian and Alaska Native	1,791	1%
Asian	61,297	26%
Native Hawaiian and Other Pacific Islander	342	0%

Some Other Race	55,603	24%
Two or More Races	8,416	4%
Total (Unincorporated)	234,251	100%

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	136,104	58%
Not Hispanic or Latino	98,147	42%
Total (Unincorporated)	234,251	100%

Source: 2010 U.S. Census

### ***Geography***

The Planning Area's geography is characterized by valleys and rolling, dry hills. The San Gabriel River runs along the Interstate-610 and the western boundary of the Planning Area. The Puente Hills form the southern border for the Planning Area, and include natural areas and recreational opportunities for the region. The northern portion of the Planning Area is characterized by the steep upgrade and urban-wildland interface with the Angeles National Forest and San Gabriel Mountains.

### ***Infrastructure***

The Planning Area is served by several major transportation infrastructure systems. The Interstate-10, Interstate/State Route-210 and State Route-60 all provide east-west access and the Interstate-605 and State Route-57 provide north-south access. The Planning Area is also served by the Metrolink commuter rail Riverside and San Bernardino lines, and Foothill Transit's local and regional bus services.

### ***Economy***

Over the past decades, the San Gabriel Valley has lost jobs in manufacturing, while gaining jobs in the international trade sectors. The biggest economic sectors in the Planning Area are professional and business services, retail, educational and health services, and international trade. The major educational institutions in the Planning Area include California State Polytechnic University Pomona, University of La Verne, Azusa Pacific University and the Claremont McKenna Colleges, which are important economic generators in the area.

### **Planning Area Issues**

Transportation improvements will be critical for the long-term economic health of the Planning Area. The Planning Area is characterized primarily by single family residences. Traffic on the major east-west freeways, including the Interstate-10, Interstate-210 and State Route-60, is heavily congested during peak hours, with commuters generally traveling west in the morning for work and east in the evening to return home.

The primary constraints in the Planning Area are a growing shortage of large blocks of developable land and worsening traffic congestion. Many of the traditional suburbs within the Planning Area are



maturing and facing infrastructure capacity issues and limited mobility options. Specifically, solid waste and sewerage disposal are concerns: one of the primary landfills where solid waste is disposed will be closing in 2013. In addition, portions of the City of Diamond Bar, City of Pomona, City of San Dimas, City of Walnut, and the unincorporated areas are on septic systems, which are subject to failure and potential groundwater contamination if not properly maintained.

The Planning Area also includes environmental and hazardous constraints. The Puente Hills, which include portions of Rowland Heights and Hacienda Heights, contain fault traces and wildfire threats. Wildfires and landslides also pose safety hazards in the foothill communities. In addition, the Planning Area contains multiple SEAs.

## **Opportunity Areas**

### **Figure 2.20: Opportunity Area—Avocado Heights**

A portion of Valley Boulevard in Avocado Heights, which is located between Temple Avenue and Vineland Avenue, is identified as an Industrial Flex District. This area is shown in Figure 2.20. Although these parcels are currently used for industrial purposes, the shallow parcel sizes will make it difficult for any future high-use industrial redevelopment. There is an opportunity to encourage the redevelopment of this area as a supportive commercial use district to adjacent, high-employment work sites.

### **Figure 2.21: Opportunity Area—Charter Oak**

Figure 2.21 identifies a corridor opportunity area along Arrow Highway in Charter Oak. Arrow Highway is a major thoroughfare that extends across many local jurisdictions in the San Gabriel Valley, including unincorporated areas of the County. In the community of Charter Oak, Arrow Highway includes mostly residential and a few commercial land uses, and has the potential for improved street and pedestrian improvements. In 2008, SCAG conducted a study on multi-jurisdictional corridor planning that analyzed Arrow Highway. The purpose of the study was to develop strategies to improve multi-jurisdictional coordination, transportation linkages, economic development, and overall street design and amenities.

### **Figure 2.22: Opportunity Area—Covina Islands**

A small portion of Arrow Highway in the Covina Islands includes a mix of commercial, light industrial and automobile repair related services. This area, identified in Figure 2.22, is isolated due to the San Dimas Wash to the south, and the current industrial parcels are not viable in their current state for future employment-rich uses. The area at the intersection of Arrow Highway and Barranca Avenue as an Industrial Flex District with the potential to transition in the future to higher uses. There are highly-utilized industrial uses to the east in the City of Glendora, while residential, commercial and public uses surround this area in other directions.

## Gateway Planning Area

**Figure 2.23: Gateway Planning Area**

### Planning Area Profile

#### *Location*

The Gateway Planning Area is located in the southeastern portion of the County. The eastern border of the Planning Area is the Orange County line. The Planning Area contains a number of cities, including the City of Long Beach, as well as a large corridor of industrial areas that lead out of the Ports of Los Angeles and Long Beach into downtown Los Angeles. Unincorporated Rancho Dominguez consists primarily of industrially-designated land.

#### *Population and Housing*

**Table 2.15: Gateway Planning Area Population and Housing, 2010**

	Entire Planning Area	Unincorporated Area	Percentage Unincorporated
Population	1,666,588	103,094	6%
Housing Units	523,365	29,586	6%

Source: 2010 U.S. Census

**Table 2.16: Unincorporated Gateway Planning Area, Race and Ethnicity, 2010**

Race	Population	Percentage
White	61,748	60%
Black or African American	2,477	2%
American Indian and Alaska Native	1,265	1%
Asian	4,049	4%
Native Hawaiian and Other Pacific Islander	241	0%
Some Other Race	29,029	28%
Two or More Races	4,285	4%

Total (Unincorporated)	103,094	100%
------------------------	---------	------

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	76,782	74%
Not Hispanic or Latino	26,312	26%
Total (Unincorporated)	103,094	100%

Source: 2010 U.S. Census

### ***Geography***

The Planning Area is built out, with little vacant land, and a large percentage of industrial land. Both the Los Angeles and San Gabriel rivers flow through the Planning Area, but there are few other distinguishing natural features.

### ***Infrastructure***

The Interstate-710, which is the primary trucking route for cargo moving to and from the Ports of Los Angeles and Long Beach, has increasingly become congested. Projects such as the Alameda Corridor demonstrate the importance of inter-jurisdictional efforts to aid in the region's economic development. The Planning Area is also bisected by the Interstate-405, State Route-91, Interstate-5, and Interstate-105. The Port of Long Beach, which combined with the Port of Los Angeles in the South Bay Planning Area, are the busiest container ports in the country, and create high volumes of truck and cargo traffic in the Planning Area along the Interstate-710. The region is served by Metro and Metrolink rail service.

### ***Economy***

The Planning Area has evolved from an expanse of citrus orchards to one of the most important and busiest industrial and logistical hubs in the country. This region contains the largest concentration of manufacturing jobs in the County, and is a hub for wholesale trade, warehousing and logistics. It is also home to three heavily-industrialized cities: Commerce, Santa Fe Springs, and Vernon. Although manufacturing is still a large part of the Planning Area's economy, over the years, the number of manufacturing jobs has declined. In addition, the Planning Area lacks high-tech industries and modern office and industrial space. Furthermore, because it is an older region, the Planning Area lacks large blocks of developable land, which constrains the growth of the region's industries.

### **Planning Area Issues**

Industrial uses and trade and logistics from the Ports are an important part of the economy of Planning Area; however, the concentration of industrial uses and high truck traffic raises concerns over air and water pollution. As a large economic center with high-wage jobs, it is important to balance environmental and economic concerns in the Planning Area.

The Planning Area also suffers from a lack of parks and recreational opportunities. In certain communities, there is also a lack of multifamily housing opportunities and the need for revitalization.

## Opportunity Areas

### Figure 2.24: Opportunity Areas—Rancho Dominguez

In the industrial community of Rancho Dominguez, the area around the Del Amo Station for the Metro Blue Line can be used to encourage a transit-oriented jobs district, where employees can commute to work using the Metro. This transit center opportunity area is depicted in Figure 2.24.

### Figure 2.25: Opportunity Areas—West Whittier-Los Nietos

Whittier Boulevard in West Whittier-Los Nietos, which is shown in Figure 2.25, is a major commercial corridor in which recent streetscape improvements have reactivated the street and could spur future redevelopment opportunities.

## Metro Planning Area

### Figure 2.26: Metro Planning Area

#### Planning Area Profile

##### *Location*

The Metro Planning Area is located in the geographic center of the County. The Planning Area is also home to and heavily defined by its proximity to downtown Los Angeles, which includes major corporations and professional firms, tourist and convention hotels, restaurants, retail, and the largest concentration of government offices outside of Washington D.C.

##### *Population and Housing*

**Table 2.17: Metro Planning Area Population and Housing, 2010**

	Entire Planning Area	Unincorporated Area	Percentage Unincorporated
Population	1,819,084	306,768	17%
Housing Units	586,832	79,236	14%

Source: 2010 U.S. Census

**Table 2.18: Unincorporated Metro Planning Area, Race and Ethnicity, 2010**

Race	Population	Percentage
White	118,358	39%
Black or African American	46,725	15%

American Indian and Alaska Native	3,000	1%
Asian	1,829	1%
Native Hawaiian and Other Pacific Islander	332	0%
Some Other Race	126,439	41%
Two or More Races	10,085	3%
Total (Unincorporated)	306,768	100%

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	254,135	83%
Not Hispanic or Latino	52,633	17%
Total (Unincorporated)	306,768	100%

Source: 2010 U.S. Census

### ***Geography***

The majority of the Planning Area is heavily urbanized, with little variation in elevation. There are no large areas of natural open space, and there are few other distinguishing geographic features. All open space areas are contained with parks and recreational areas. The concrete-lined Los Angeles River and the Compton Creek tributary flow through the Planning Area. These waterways provide an opportunity for enhancement and serve as community assets.

### ***Infrastructure***

The Planning Area is transit-rich, in bus services and rail transit. The Planning Area also includes a heavily transit-dependent population. However, the Planning Area still suffers from a number of mobility issues, including the need for improved pedestrian safety and more bicycle facilities, and traffic congestion.

The presence of industrial districts in the Planning Area provides a strong foundation for job recovery and job growth. The Metro Blue Line traverses South Los Angeles on a north-south route, with stops in the heart of Willowbrook and three stops in Florence-Firestone. The Metro Green Line travels east-west along the Interstate-105, with stops in Willowbrook, Westmont-West Athens, and Lennox. Furthermore, the Gold Line runs along the Third Street corridor in unincorporated East Los Angeles, which presents additional opportunities for transit-oriented development. Many of these districts present opportunities for reinvestment and jobs.

### ***Economy***

The Planning Area has seen significant losses in the manufacturing sector over the last 20 years, and little to no overall economic or job growth. It is estimated that current unemployment rates in

some unincorporated communities are very high. The California Employment Development Department estimates Florence-Firestone to have a 25 percent unemployment rate, and West Athens-Westmont to have a 15 percent unemployment rate. The East Los Angeles area has had very little recent economic growth, and experienced a significant loss of manufacturing, which historically had been a stable economic presence in the area, in addition to government employment and educational and health services.

### **Planning Area Issues**

Communities in the Planning Area are urbanized and are generally characterized by challenging physical and economic conditions. In terms of land use issues, several residential communities abut industrial uses, which create land use compatibility conflicts. Although housing affordability is an issue throughout the County, the Planning Area, in particular, faces issues of overcrowding. In addition, the Planning Area contains very few natural areas and open spaces. In particular, many of the constraints and challenges for planning and economic development are located in South Los Angeles. Although infill opportunities exist, many sites have a combination of environmental issues that affect their redevelopment potential. Much of the South Los Angeles is characterized by economically disadvantaged conditions that further hamper private investment and redevelopment. Public investment in redevelopment activities will be an important factor in the economic turnaround of South Los Angeles. For example, many opportunities exist for public-private partnerships to revitalize many of the older, commercial corridors with pedestrian amenities and mixed uses. There are also opportunities along the Metro Gold Line through East Los Angeles.

### **Opportunity Areas**

The Planning Area has a number of opportunity areas, including:

#### **Figure 2.27: Opportunity Areas—East Los Angeles**

East Los Angeles is an older, urban community that is rich in history and culture. The community's transit center opportunity area, depicted in Figure 2.27, covers an area along 3rd Street and includes four transit stations along the Metro Gold Line. This area is ripe for complete street improvements, as well as pedestrian-scale and mixed use development that incorporate local commercial-serving uses and multifamily housing.

#### **Figure 2.28: Opportunity Areas—East Rancho Dominguez**

The Planning Area has opportunities for future planning efforts to improve its economic health. Atlantic Avenue and East Compton Boulevard are major commercial corridors with local-serving uses in the community of East Rancho Dominguez.

#### **Figure 2.29: Opportunity Areas—Florence-Firestone**

The community of Florence-Firestone is home to many opportunity areas, which are depicted in Figure 2.29. Central Avenue, which was once a hub of jazz culture, is in need of investment and redevelopment. The three-mile corridor is along the western border of the Florence-Firestone community, and abuts the City of Los Angeles. The northern portion of the corridor is primarily comprised of industrial and auto-related uses, and the southern portion of the corridor is predominantly commercial and residential. An abundant amount of vacant and underutilized land, coupled with the City of Los Angeles' efforts in the corridor, and the location of the Slauson, Florence

and Firestone stations for the Metro Blue Line, make the area prime for transit-oriented development and economic revitalization.

**Figure 2.30: Opportunity Areas—Walnut Park**

Figure 2.30 identifies the opportunity areas in the community of Walnut Park. Florence Avenue and Pacific Boulevard are active local commercial corridors that border the City of Huntington Park and the City of South Gate. The area supplies much of the retail, restaurants and services to the residents who live nearby. These corridors are considered opportunity areas because of their proximity to the Florence Station for the Metro Blue Line and the opportunity for increased design, pedestrian and bicyclist improvements, such as street trees, lighting and bicycle lanes.

**Figure 2.31: Opportunity Areas—West Athens-Westmont**

The transit center around the Vermont Station for the Metro Green Line in West Athens-Westmont presents an opportunity to capitalize on infrastructure investments in a community with high ridership, as identified in Figures 2.31. Vermont Avenue has the potential for increased economic vitality through the creation of employment-rich activities along the commercial corridors that are adjacent to the Metro station. In addition, the residential areas within the transit center would benefit from increased pedestrian amenities and design improvements. The width of Vermont Avenue, in particular, provides major opportunities for pedestrian and bicyclist improvements. Imperial Highway also connects the transit center opportunity area to the areas around the intersection of Western Avenue and Imperial Highway, which provide additional opportunities for design improvements.

**Figure 2.32: Opportunity Areas—West Rancho Dominguez-Victoria**

The intersection of El Segundo Boulevard and Avalon Boulevard in West Rancho Dominguez-Victoria, shown in Figure 2.32, has the potential to become an active local neighborhood center. The surrounding community is rich with public amenities, such as the Irvin Magic Johnson Park and the A.C. Bilbrew Library. In addition, the area has many multifamily sites, as well as vacant and underutilized commercial sites, along El Segundo Boulevard.

**Figure 2.33: Opportunity Areas—Willowbrook**

Significant opportunities exist in Willowbrook, particularly in the area surrounding the Martin Luther King, Jr. Multi-Service Ambulatory Care Center (MLK-MACC), as identified in Figure 2.33. The hospital is a public urgent care center and outpatient clinic that was originally founded as major public hospital, with over 500 beds. There are plans to reopen a smaller hospital in 2013 under a partnership between the County and the University of California as a non-profit organization. The rehabilitation and reuse of the site could be a catalyst for further redevelopment. Neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Rosa Parks Metro Blue/Green Line Station will be important factors in future planning activities in the area.

## San Fernando Valley Planning Area

**Figure 2.34: San Fernando Valley Planning Area**

### Planning Area Profile

#### *Location*

The San Fernando Valley Planning Area is bordered by the Santa Clarita Valley and the Angeles National Forest to the north, and the Santa Monica Mountains Planning Area and Westside Planning Area to the south. The Ventura County line is the western border of the Planning Area, and the San Gabriel Valley and downtown Los Angeles make up the eastern border.

#### *Population and Housing*

**Table 2.19: San Fernando Valley Planning Area Population and Housing, 2010**

	Entire Planning Area	Unincorporated Area	Percentage Unincorporated
Population	1,768,978	24,790	1%
Housing Units	637,906	9,545	1%

Source: 2010 U.S. Census

**Table 2.20: Unincorporated San Fernando Valley Planning Area, Race and Ethnicity, 2010**

Race	Population	Percentage
White	16,662	67%
Black or African American	290	1%
American Indian and Alaska Native	105	0%
Asian	5,873	24%
Native Hawaiian and Other Pacific Islander	20	0%
Some Other Race	854	3%
Two or More Races	986	4%



Total (Unincorporated)	24,790	100%
------------------------	--------	------

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	3,350	14%
Not Hispanic or Latino	21,440	86%
Total (Unincorporated)	24,790	100%

Source: 2010 U.S. Census

### ***Geography***

The San Fernando Valley Planning Area has several distinguishing geographic characteristics. Almost the entire Planning Area is ringed with distinct hillsides and mountain ranges, including the Santa Susana Mountains to the northwest, the Simi Hills to the west, the Santa Monica Mountains and Chalk Hills to the south, the Verdugo Mountains to the east, and the San Gabriel Mountains to the northeast. Looking southeast, highrises from Downtown Los Angeles can be seen from higher neighborhoods, passes, and parks in the San Fernando Valley.

The Los Angeles River begins at the confluence of Calabasas Creek and Bell Creek and flows eastward along the southern regions of the Planning Area. One of the River's two unpaved sections can be found at the Sepulveda Basin. The seasonal river, the Tujunga Wash, drains much of the western facing San Gabriel Mountains, and passes through the Hansen Dam Recreation Center in Tujunga, south along the Verdugo Mountains, through the eastern communities of the Planning Area to join the Los Angeles River in Studio City. Mulholland Drive, which runs along the ridgeline of the Santa Monica Mountains, marks the boundary between the Planning Area and Hollywood and the westside of the City of Los Angeles.

### ***Infrastructure***

The development pattern in the Planning Area is almost exclusively suburban, and the automobile is the dominant mode of transportation. Several freeways cross the Planning Area, most notably, the Interstate-405, U.S. Route-101, State Route-118, and Interstate-5. The Planning Area includes the Universal City Station and North Hollywood Station along the Metro Red Line. The Metro Orange Line, an east-west rapid transit busway, connects the North Hollywood Station to points west of the Planning Area. Two Metrolink commuter rail lines connect the Planning Area to downtown Los Angeles. Amtrak's Pacific Surfliner has stations at Burbank Airport, Van Nuys and Chatsworth. Several Metro Rapid bus lines also serve the area.

### ***Economy***

The Planning Area is a major center for entertainment, tourism, professional and business services, education, health services, and manufacturing. California State University Northridge and four community colleges work closely with the private sector to train the Valley's workforce of more than 750,000 people. Universal City is unincorporated land that houses the Universal Studios filming lot and is a large economic center within the Planning Area.

## Planning Area Issues

Only a small portion of the Planning Area is unincorporated. These communities are primarily low-density, suburban communities, with the exception of Universal City, which houses Universal Studios, and Oat Mountain, which is primarily vacant land except for utility facilities. Many of these communities are near environmentally sensitive and hazardous areas. One of the main hazards facing these communities is wildfires. Sylmar Island, Lopez Canyon, Kagel Canyon, and large portions of La Crescenta–Montrose, Oat Mountain, Westhills, and Universal City are located within Very High Fire Hazard Severity Zones. In addition, portions of the Planning Area include SEAs. Economic challenges facing the Planning Area include an ongoing decline in manufacturing jobs, a shortage of new or improved industrial and office space, and worsening traffic congestion.

## Opportunity Areas

### Figure 2.35: Opportunity Area—La Crescenta-Montrose

Foothill Boulevard in La Crescenta-Montrose, as shown in Figure 2.35, is an active local commercial corridor. The corridor supplies much of the retail, restaurants and services to nearby residents. This corridor is considered an opportunity area for increased design, pedestrian and bicyclist improvements, such as street trees, lighting and bicycle lanes.

## Santa Clarita Valley Planning Area

### Figure 2.36: Santa Clarita Valley Planning Area

## Planning Area Profile

### *Location*

The Santa Clarita Planning Area is bordered to the west by the Ventura County line, to the north by the Los Padres National Forest and Angeles National Forest, to the east by the Angeles National Forest, and to the south by a major ridgeline that separates the Santa Clarita Valley from the San Fernando Valley. The Planning Area includes over 480 square miles, of which about 195 square miles are unincorporated. The Planning Area is located approximately 30 to 40 miles northwest of downtown Los Angeles.

### *Population and Housing*

**Table 2.21: Santa Clarita Valley Planning Area Population and Housing, 2010**

	Entire Planning Area	Unincorporated Area	Percentage Unincorporated
Population	271,227	94,907	35%
Housing Units	91,094	29,039	32%

Source: 2010 U.S. Census

**Table 2.22: Unincorporated Santa Clarita Valley Planning Area, Race and Ethnicity, 2010**

<b>Race</b>	<b>Population</b>	<b>Percentage</b>
White	58,135	61%
Black or African American	6,283	7%
American Indian and Alaska Native	464	0%
Asian	13,230	14%
Native Hawaiian and Other Pacific Islander	135	0%
Some Other Race	12,001	13%
Two or More Races	4,659	5%
Total (Unincorporated)	94,907	100%

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	26,041	27%
Not Hispanic or Latino	68,866	73%
Total (Unincorporated)	94,907	100%

Source: 2010 U.S. Census

### ***Geography***

The Planning Area is framed by the San Gabriel, Santa Susana, and Sierra Pelona Mountain Ranges, and the Angeles National Forest. The Santa Clara River flows from east to west from its headwaters near Acton to the Pacific Ocean. The Planning Area contains multiple geographic constraints to development, including large swaths of land that are covered by steep hillsides, SEAs, and Very High Fire Hazard Severity Zones.

### ***Infrastructure***

The Planning Area is located at the convergence of several major transportation and utility facilities. The Southern Pacific Railroad, Interstate-5 and State Route-14, and two major aqueducts traverse the Planning Area. In addition, the Metrolink Antelope Valley Line has three station stops, which are located in the City of Santa Clarita. The Agua Dulce Airport is also located in the unincorporated community of Agua Dulce. Additionally, major oil, natural gas, and power lines transect the Planning Area.

### ***Economy***

The Planning Area contains a wide variety of retail, office, industrial, medical, and entertainment centers that provide employment, goods, and services to both regional and local market areas. The Planning Area is experiencing an increase in jobs, but not enough economic growth to achieve a jobs-housing balance. Many people in the region still commute great distances for their employment. The largest economic sectors in the Planning Area are professional and business services, with several growing industries including biomedical, entertainment, technology, and aerospace manufacturing, due to the availability of land and facilities, as well as a qualified workforce. From 1992 to 2005, almost 40,000 new jobs were created in the Planning Area. Between 2000 and 2005, job growth averaged about 3,900 jobs per year. Most of this job growth occurred in the manufacturing, services, retail trade, and construction sectors.

### **Planning Area Issues**

Despite the sensitive and hazardous environment, the Planning Area is one of the fastest growing areas in the County. In the last 10 years, approximately 33,500 housing units have been approved in the unincorporated portions of the Planning Area. Due to this rapid growth, the Planning Area faces multiple challenges related to infrastructure planning, preservation of open space and biological diversity, jobs-housing balance, reducing vehicle miles traveled, and coordination of public services and facilities. Environmental impacts and traffic congestion related to increased development activities will be a hindrance on economic development, especially the availability of water.

## **Santa Monica Mountains Planning Area**

**Figure 2.37: Santa Monica Mountains Planning Area**

### **Planning Area Profile**

#### ***Location***

The Santa Monica Mountains Planning Area covers the scenic Santa Monica Mountains and the shoreline along the Pacific Coast to the Ventura County border to the north and west, and up to the San Fernando Valley to the north. The eastern border is the Westside Planning Area and the City of Los Angeles.

#### ***Population and Housing***

**Table 2.23: Santa Monica Mountains Planning Area Population and Housing, 2010**

	<b>Entire Planning Area</b>	<b>Unincorporated Area</b>	<b>Percentage Unincorporated</b>
Population	85,785	19,222	22%
Housing Units	34,529	7,081	21%

Source: 2010 U.S. Census

**Table 2.24: Unincorporated Santa Monica Mountains Planning Area, Race and Ethnicity, 2010**

<b>Race</b>	<b>Population</b>	<b>Percentage</b>
White	16,524	86%
Black or African American	440	2%
American Indian and Alaska Native	72	0%
Asian	1,015	5%
Native Hawaiian and Other Pacific Islander	11	0%
Some Other Race	418	2%
Two or More Races	742	4%
Total (Unincorporated)	19,222	100%

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	1,551	8%
Not Hispanic or Latino	17,671	92%
Total (Unincorporated)	19,222	100%

Source: 2010 U.S. Census

### ***Geography***

The Planning Area provides recreational opportunities, such as hiking, bicycling, birding, horseback riding, swimming and camping, on county, federal and state parks and beaches, as well as privately-held conservancy land. The Santa Monica Mountains contain many environmentally sensitive areas.

### ***Infrastructure***

U.S.Route-101 and the Pacific Coast Highway (Highway 1) are the two major roads that service the Planning Area. There are many scenic roads throughout the Planning Area, two of which are state-designated scenic corridors: two portions of Mulholland Highway and the Malibu Canyon-Las Virgenes Highway. The rural nature of the Planning Area precludes widespread infrastructure and public services provision, and poses constraints to new development.

### ***Economy***

Visitor-serving commercial and recreational uses are the primary economic activities in the Planning Area. The primary land uses in the Santa Monica Mountains are open space and low-density single family residential. Nodes of local-serving commercial activity are scattered among a few locations in the Santa Monica Mountains.

### **Planning Area Issues**

The Planning Area's natural beauty comes with multiple environmental issues and numerous natural hazards. The Planning Area contains an SEA and SERAs. Development pressures, particularly in the Santa Monica Mountains, sometimes result in a conflict between habitat protection and development. Maintaining recreational areas, protecting environmentally sensitive lands, expanding public access to the coast, and protecting residents from natural hazards are priorities in the Santa Monica Mountains Planning Area. In addition, a majority of the Planning Area is designated a Very High Fire Hazard Severity Zone. The Santa Monica Mountains are frequently struck by wildfires, which threaten the safety of people living along the Mountains' winding, narrow roads, which are often in very isolated locations. The Santa Monica Mountains are also subject to slope failure due to their geology and steep topography, particularly during rainstorms. Wildfire threats combined with limited road access pose dangers for area residents.

### **South Bay Planning Area**

**Figure 2.38: South Bay Planning Area**

#### **Planning Area Profile**

##### ***Location***

The South Bay Planning Area is located in the southwest corner of the County and includes the Port of Los Angeles. The Pacific Ocean provides the western boundary and the Gateway Planning Area and Metro Planning Area provide the eastern and northern borders. The Westside Planning Area lies directly north of the Planning Area.

##### ***Population and Housing***

**Table 2.25: South Bay Planning Area Population and Housing, 2010**

	<b>Entire Planning Area</b>	<b>Unincorporated Area</b>	<b>Percentage Unincorporated</b>
Population	1,016,674	69,612	7%
Housing Units	373,187	21,348	6%

Source: 2010 U.S. Census

**Table 2.26: Unincorporated South Bay Planning Area, Race and Ethnicity, 2010**

<b>Race</b>	<b>Population</b>	<b>Percentage</b>
White	29,592	43%
Black or African American	4,711	7%
American Indian and Alaska Native	539	1%
Asian	10,133	15%
Native Hawaiian and Other Pacific Islander	697	1%
Some Other Race	20,508	29%
Two or More Races	3,432	5%
Total (Unincorporated)	69,612	100%

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	40,504	58%
Not Hispanic or Latino	29,108	42%
Total (Unincorporated)	69,612	100%

Source: 2010 U.S. Census

### ***Geography***

The majority of the Planning Area is comprised of low-level areas of the County basin. The Palos Verde Peninsula is covered with hills, open spaces and affluent communities that abut dramatic cliffs and rocky shorelines along the Pacific Coast.

### ***Infrastructure***

The Planning Area is served mainly by four major freeways: Interstate-105, Interstate-405, Interstate-110, and State Route-91. The Metro Green Line also serves the Planning Area. Other transportation facilities in the region include Torrance Municipal Airport-Zamperini Field and Hawthorne Municipal Airport. The Los Angeles International Airport (LAX) is located on the northern portion of the Planning Area. The Port of Los Angeles is also located in the Planning Area.

### ***Economy***

The Planning Area is home to numerous offices for company headquarters, research and development facilities, manufacturing, health care, telecommunications, financial services, and international trade businesses. Educational institutions, such as California State University-Dominguez Hills and several community colleges provide training and degree programs to meet the needs of industry.

### **Planning Area Issues**

Planning issues facing the Planning Area include traffic congestion, limited public transportation options, air quality concerns, and a lack of developable land. Also, due to the region's proximity and inclusion of major transportation hubs—LAX and the Ports of Long Beach and Los Angeles—goods movement has become an important part of the Planning Area's economy. However, goods movement also creates planning and environmental challenges. While physical infrastructure improvements are needed to ensure that freeways and streets are adequate to serve increased truck volumes, the massive increase in cargo volume has created significant air pollution impacts to neighboring communities. In addition, petroleum refining and flaring is a significant source of air pollution in the region.

Although manufacturing still plays an important role in the region's economy, certain communities have witnessed a decline in manufacturing/industrial uses in recent years. This creates both brownfield redevelopment potential and land use planning challenges. For instance, in unincorporated West Carson, abandoned industrial sites have been redeveloped into multifamily residential uses, which creates land use incompatibility between the new high-density residential developments and the adjacent active industrial uses. The Planning Area's proximity to LAX, one of the busiest airports in the world, also creates a unique land use planning challenge to the region. Neighboring communities, including unincorporated Del Aire, will need to continue their efforts in mitigating the noise impacts generated by aircraft on predominately single family residential areas.

### **Opportunity Areas**

#### **Figure 2.39: Opportunity Area—Alondra Park**

The Crenshaw Boulevard corridor, depicted in Figure 2.39, only covers a small portion of Alondra Park, but includes a range of commercial uses and has potential for pedestrian-scale and mixed use development. In addition, Alondra Park is home to El Camino Community College, which makes this corridor an important connector for commuting students, faculty and staff. Future planning efforts must be closely coordinated with the City of Gardena, which has jurisdiction over the eastern portion of Crenshaw Boulevard.

#### **Figure 2.40: Opportunity Area—Del Aire**

The Del Aire opportunity area includes the Aviation/LAX Station on the Metro Green Line and a corridor along Inglewood Avenue. The transit center around the Metro station provides opportunities to activate the land uses adjacent to the station and provide design improvements, including pedestrian and bicycle amenities. Inglewood Avenue, as an existing commercial corridor with a mix of uses, including neighborhood-serving businesses, also provides opportunities for mixed use development, as well as design improvements for pedestrians and bicyclists.



### Figure 2.41: Opportunity Area—Lennox

The Metro Green Line also includes the Hawthorne Station in Lennox. The corridor along Hawthorne Boulevard and the area at the intersection of Hawthorne Boulevard and Lennox Boulevard, within the transit center, provide opportunities for mixed uses, as well as design improvements.

### Figure 2.42: Opportunity Area—West Carson

West Carson is home to many opportunity areas in the South Bay Planning Area, which are identified in Figure 2.42. Portions of West Carson have undergone transition from a warehousing and distribution center servicing the Port of Los Angeles, to a higher density residential community impacted by the rapid growth of the nearby City of Torrance and City of Carson. An Industrial Flex District identifies an area with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. Harbor-UCLA Medical Center, also located in West Carson, is a major employer and activity center in the area. Planned future expansions of the medical facility, as well as its proximity to the Metro Silver Line, provide redevelopment and infill opportunities in the surrounding neighborhoods.

## West San Gabriel Valley Planning Area

### Figure 2.43: West San Gabriel Valley Planning Area

#### Planning Area Profile

##### *Location*

The Angeles National Forest is the northern border of the West San Gabriel Planning Area, while downtown Los Angeles and the Gateway Planning Area comprise the southern border. The eastern border of the Planning Area is roughly the Interstate-605.

##### *Population and Housing*

**Table 2.27: West San Gabriel Valley Planning Area Population and Housing, 2010**

	Entire Planning Area	Unincorporated Area	Percentage Unincorporated
Population	895,543	103,181	12%
Housing Units	311,938	35,889	12%

Source: 2010 U.S. Census

**Table 2.28: Unincorporated West San Gabriel Valley Planning Area, Race and Ethnicity, 2010**

<b>Race</b>	<b>Population</b>	<b>Percentage</b>
White	47,748	46%
Black or African American	11,606	11%
American Indian and Alaska Native	619	1%
Asian	23,963	23%
Native Hawaiian and Other Pacific Islander	109	0%
Some Other Race	14,378	14%
Two or More Races	4,758	5%
Total (Unincorporated)	103,181	100%

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	34,530	33%
Not Hispanic or Latino	68,651	67%
Total (Unincorporated)	103,181	100%

Source: 2010 U.S. Census

### ***Geography***

The Planning Area includes the San Gabriel Mountains and Angeles National Forest and provides a large range of open space and recreational opportunities for area residents. The San Gabriel River flows north-south along the Planning Area's eastern border and the Interstate-605. The Planning Area is almost entirely developed with historically suburban developments.

### ***Infrastructure***

Two major east-west freeways, Interstate-10 and Interstate/State Route-210, run through the Planning Area. In addition, the Metro Gold Line traverses the City of Pasadena and terminates adjacent to unincorporated East Pasadena-East San Gabriel. Metro has also approved the expansion of the Gold Line light rail to several communities in the Planning Area. Other available transit options include Foothill Transit, which operates multiple bus lines throughout the Planning Area. The El Monte Airport is also located in the Planning Area.

### ***Economy***

The West San Gabriel Valley Planning Area is employment-rich with several major employment centers, such as Jet Propulsion Laboratory and the California Institute of Technology. The Planning Area is also located near downtown Los Angeles and is the gateway for goods movement infrastructure heading east. Economic development opportunities exist in portions of the unincorporated areas of the Planning Area. In addition, opportunities exist in some older commercial corridors to facilitate mixed use development and pedestrian amenities.

### **Planning Area Issues**

The Planning Area is comprised of mature, suburban communities, including some in the foothills of the San Gabriel Mountains. Some of these communities contain environmental resources and others face hazardous constraints. Portions of the Altadena and San Gabriel Canyon SEAs cover the Planning Area. In addition, many of the foothill communities are designated Very High Fire Hazard Severity Zones, which reflects the increased threats of wildfires and subsequent mudslides within those areas.

Many of the unincorporated areas are isolated islands of almost entirely residential development. It is important to integrate these islands into the fabric of their surrounding communities, where many of the services and daily needs of unincorporated residents are met.

### **Opportunity Areas**

#### **Figure 2.44: Opportunity Area—Altadena**

Located in the heart of Altadena, Lake Avenue, between Altadena Drive and New York Drive, as shown in Figure 2.44, is a commercial corridor with various community-serving businesses, such as retail commercial, restaurants, services, and small professional offices. The Altadena Community Plan, which was adopted in 1986, envisions Lake Avenue to be the principal commercial center with commercial-residential mixed use developments.

#### **Figure 2.45: Opportunity Area—East Pasadena-East San Gabriel**

The intersection of Colorado Boulevard and Rosemead Boulevard in East Pasadena-East San Gabriel is an active local commercial center. Due to its proximity to the Sierra Madre Villa Station on the Metro Gold Line, this area has the opportunity for increased pedestrian and bicyclist improvements, as well as more transit-oriented developments. In addition, along Rosemead Boulevard, there are also a variety of retail commercial, restaurants, services and apartment complexes. This corridor is considered an opportunity area because it can serve as an extension of the transit center opportunity area, both of which are identified in Figure 2.45.

#### **Figure 2.46: Opportunity Area—South Monrovia Islands**

While Live Oak Boulevard in the unincorporated South Monrovia Islands only covers a few blocks, it is part of a major corridor that runs from the City of Arcadia to the west and the City of Irwindale to the east, as shown in Figure 2.46, which provides much of the retail, restaurants and services to nearby residents. This corridor is considered an opportunity area for its potential for increased design, pedestrian and bicyclist improvements, such as street trees, lighting, and bicycle lanes.

## Westside Planning Area

**Figure 2.47: Westside Planning Area**

### Planning Area Profile

#### *Location*

The Westside Planning Area covers the coastal communities along the Pacific Ocean, including Marina Del Rey, as well as the westside of the City of Los Angeles and other small cities, such as the City of Santa Monica and City of Beverly Hills.

#### *Population and Housing*

**Table 2.29: Westside Planning Area Population and Housing, 2010**

	Entire Planning Area	Unincorporated Area	Percentage Unincorporated
Population	974,646	27,407	3%
Housing Units	482,821	14,564	3%

Source: 2010 U.S. Census

**Table 2.30: Unincorporated Westside Planning Area, Race and Ethnicity, 2010**

Race	Population	Percentage
White	9,157	33%
Black or African American	14,981	55%
American Indian and Alaska Native	105	0%
Asian	1,236	5%
Native Hawaiian and Other Pacific Islander	18	0%
Some Other Race	572	2%
Two or More Races	1,338	5%
Total (Unincorporated)	27,407	100%

---

<b>Ethnicity</b>	<b>Population</b>	<b>Percentage</b>
Hispanic or Latino	1,907	7%
Not Hispanic or Latino	25,500	93%
Total (Unincorporated)	27,407	100%

Source: 2010 U.S. Census

### ***Geography***

The Planning Area has a diverse landscape. The western portion of the Planning Area is comprised of a string of beaches and Marina Del Rey. The Planning Area contains one of the few remaining wetlands in Ballona Creek. The eastern portion of the Planning Area includes the Baldwin Hills and Kenneth Hahn State Park, which provide natural areas and recreational opportunities for area residents. Marina Del Rey is one of the largest, man-made small boat harbors in the U.S. and is bounded by the City of Los Angeles.

### ***Infrastructure***

Opportunities for new development are being explored along planned Metro line expansions that will bring rail transit to the Planning Area. Although the Planning Area is served by multiple bus routes, it is not served by rail service and suffers from poor traffic conditions. The Metro Expo Line, which will run through Culver City, is currently under construction, and Metro is also in the planning stages of other rail projects in this area. In addition, there are two airports in the Planning Area: LAX and Santa Monica Municipal Airport. Marina Del Rey is a popular and highly active small boat harbor with 19 marinas with room for 5,300 boats.

### ***Economy***

The economy of the Planning Area is based on the entertainment industry, leisure and hospitality services, professional services, entrepreneurialism and design. The Planning Area has very low office vacancy rates and high rents. Major education institutions and employers include the University of California Los Angeles and Loyola Marymount University.

### **Planning Area Issues**

Significant environmental resources exist in the Planning Area, most notably the Ballona Wetlands, which are threatened by potential sea level rise due to climate change. Marina Del Rey faces traffic congestion and housing affordability issues; however, protection of the coastline and fish and wildlife resources is unique to this coastal community. Large portions of the area, including Marina Del Rey, are located in a liquefaction zone. Marina Del Rey is also in a Tsunami Hazard Zone and is particularly susceptible to the negative impacts of climate change. In addition, most of Ladera Heights / View Park – Windsor Hills is in a Very High Fire Hazard Severity Zone. There is also a fault trace running through this community. The Planning Area is also home to a large urban oil field in Baldwin Hills.

Traffic congestion is one of the biggest issues facing the Planning Area. The Metro Purple Expo Line will bring light rail transit through Culver City to the westside of the City of Los Angeles, but the popular and populous northern routes are not served by rail transit. Another issue is the relatively

high cost of land and housing. The Planning Area is seen as a very desirable place to live and do business, but there is little land for new development and costs are high.

## **Opportunity Areas**

### **Figure 2.48: Opportunity Area—Ladera Heights/View Park—Windsor Hills**

The Slauson Boulevard opportunity area in Ladera Heights/ View Park – Windsor Hills, shown in Figure 2.48 is a commercial corridor with a major commercial center at the intersection of La Brea Avenue. The area is characterized by a mix of large parcels with regional commercial activities and small, main street style retail services and offices. Significant pedestrian improvements are needed at the intersection of La Brea Avenue to create an attractive, walkable center with linkages to nearby residential neighborhoods.

[Text Box]

#### **Environmental Justice**

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

An environmentally just Los Angeles County is a place where:

- Environmental risks, hazards, and public service related environmental services, such as trash hauling and landfills, are distributed equitably without discrimination;
- Existing and proposed negative environmental impacts are mitigated to the fullest extent to protect the public health, safety, and well-being;
- Access to environmental investments, benefits, and natural resources are equally distributed; and,
- Information, participation in decision-making, and access to justice in environment-related matters are accessible to all.